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St Johns` Ambulance Site  
11-17 Somerset Road  
Farnborough  
Archaeological Evaluation Report



Planning Reference: 13/00839/FULPP  
Ref: 106890.02  
December 2014



**St Johns` Ambulance Site  
11-17 Somerset Road  
Farnborough**

**Archaeological Evaluation Report**

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**December 2014  
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## Quality Assurance

<b>Project Code</b>	106890	<b>Accession Code</b>		<b>Client Ref.</b>	
<b>Planning Application Ref.</b>	13/00839/FULPP	<b>Ordnance Survey (OS) national grid reference (NGR)</b>	487469,153880		

Version	Status*	Prepared by	Checked and Approved By	Approver's Signature	Date
v01	I	PO	SCT		12/12/2014
File:					
V02	E	PO	AIM	AIM	12/12/2014
File:					
File:					
File:					

\* I= Internal Draft; E= External Draft; F= Final

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# St Johns` Ambulance Site Farnborough

## Archaeological Evaluation Report

### Contents

Summary .....	iii
Acknowledgments.....	iv
<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 Project background .....	1
1.2 Site Location, Topography and Geology.....	1
<b>2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND .....</b>	<b>2</b>
<b>3 AIMS AND OBJECTIVES .....</b>	<b>3</b>
3.1 Archaeological Field Evaluation.....	3
<b>4 METHOD STATEMENT .....</b>	<b>3</b>
4.1 Introduction .....	3
4.2 Fieldwork.....	3
4.3 Recording.....	3
<b>5 ARCHAEOLOGICAL RESULTS.....</b>	<b>4</b>
5.1 Introduction .....	4
5.2 Natural deposits and soil sequences .....	4
5.3 Archaeological features .....	4
5.4 Finds .....	4
<b>6 CONCLUSIONS.....</b>	<b>4</b>
<b>7 THE ARCHIVE.....</b>	<b>4</b>
7.1 Preparation of Archive .....	4
7.2 Security copy.....	5
<b>9 REFERENCES.....</b>	<b>5</b>
<b>APPENDIX 1: TRENCH SUMMARIES .....</b>	<b>7</b>
<b>APPENDIX 2: OASIS FORM.....</b>	<b>7</b>

### Figures and Plates



**Figure 1:** Site and trench location

**Plate 1:** Trench 1, view from the east

**Plate 2:** South facing section of Trench 1

**Plate 3:** Trench 2, view from the west

**Plate 4:** South facing section of Trench 2

Front cover: Trench 2, view from the south east



# **St Johns` Ambulance Site Farnborough**

## **Archaeological Evaluation Report**

### **Summary**

Wessex Archaeology was commissioned by Fleet Homes 2000 Ltd to carry out an archaeological evaluation on land currently occupied by the St Johns` Ambulance Depot, 11-17 Somerset Road, Farnborough, Hampshire.

The Planning consent is being sought for a new residential development comprising new dwellings to incorporate landscaping and car parking. The new development will replace existing buildings on Site.

Two trial trenches, each measuring approximately 8.0m by 1.6m, were machine-excavated within the proposed development area. No finds, features or deposits of archaeological significance have been recorded.

Made ground of clearly modern origin was observed in both trenches. An absence of subsoil in both trenches is indicative of grading and ground levelling events prior to the build up of modern deposits. The archaeological potential of the Site is therefore low.

The fieldwork was carried out on the 24th November 2014.



# **St Johns` Ambulance Site Farnborough**

## **Archaeological Evaluation Report**

### **Acknowledgments**

Wessex Archaeology would like to thank Messrs Ron and Paul Danaher (Fleet Homes 2000 Ltd) for their valuable assistance in the execution of this work. Wessex Archaeology would like to thank Mr David Hopkins (Senior Archaeologist Hampshire County Council) for his guidance.

The evaluation was carried out by Piotr Orczewski and Peter Capps. Piotr Orczewski compiled this report. The illustrations were prepared by Nancy Dixon. The project was managed for Wessex Archaeology by Simon Cleggett.



# St Johns` Ambulance Site Farnborough

## Archaeological Evaluation Report

### 1 INTRODUCTION

#### 1.1 Project background

- 1.1.1 Wessex Archaeology (WA) was commissioned by Fleet Homes 2000 Ltd ('the Client'), to carry out an archaeological evaluation on land currently occupied by the St Johns` Ambulance Depot, 11-17 Somerset Road, Farnborough, Hampshire (hereafter 'the Site', **Figure 1**), centred on National Grid Reference (NGR) 487469,153880.
- 1.1.2 Planning consent (Rushmoor Council 13/00839/FULPP) is being sought for a new residential development comprising new dwellings to incorporate landscaping and car parking. The new development will replace existing buildings on Site. To ensure the sustainability of the development in accordance with Core Strategy Policy CP3, an approved scheme of archaeological investigation was required. An archaeological investigation in the form of evaluation trenches has been agreed in light of the potential for possible 16<sup>th</sup>/17<sup>th</sup> century kilns in the locale.
- 1.1.3 A Written Scheme of Investigation (WSI) (WA 2014) setting out the strategy and methodology by which Wessex Archaeology would implement the archaeological trial trench evaluation was submitted to and approved by the Senior Archaeologist of Hampshire County Council (HCC) prior to the commencement of the fieldwork.
- 1.1.4 The evaluation was carried out on the 24<sup>th</sup> November 2014.

#### 1.2 Site Location, Topography and Geology

- 1.2.1 The Site lies within the southern suburbs of Farnborough, and is positioned approximately 0.6km east of the Farnborough Airport runway and 0.8km to the south-east of Farnborough centre. The Site is bounded to the north by Reading Road, by Queens Road to the south, and by York Road to the east (**Figure 1**).
- 1.2.2 The development Site is approximately 1.6 hectares in area and is roughly square in shape. It comprises a number of extant structures relating to the St Johns` Ambulance Depot and an area of undeveloped green land. The Site lies at an elevation of approximately 70m above Ordnance Datum (aOD). There are two existing access points to the Site, both connecting with Somerset Road.
- 1.2.3 The topography is generally flat, although the Site gently slopes towards the southern boundary.
- 1.2.4 The bedrock geology of the Site comprises Bracklesham and Barton Groups of sand, silt and clay (British Geological Survey; 1:50,000 series, England and Wales). Farnborough lies near the western headwater of the Thames Basin, a geographical region comprising





Tertiary rocks, bounded by chalk downland - the Chiltern Hills to the north and the North Downs to the south (British Geological Survey, 1979, 1: 625 000 map).

## 2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

- 2.1.1 The archaeological and historical background of the Site has not been detailed in an Archaeological Desk-Based Assessment and records of archaeological finds and features in close proximity to the Site are sparse. General inferences can however be offered regarding the potential of the Site in light of work carried out on land approximately 1km to the west (Farnborough Aerodrome, Wessex Archaeology 1999). Relevant information is summarised here.
- 2.1.2 Two Bronze Age bowl barrows have been identified adjacent to the eastern edge of the airfield, within South Farnborough. A single find of a Bronze Age flanged axe is noted, although this is thought to have come from imported material.
- 2.1.3 A small number of Roman coins have been recorded in the general area but they are of uncertain provenance. No Romano-British sites or finds are recorded in the immediate area.
- 2.1.4 The earliest recorded name for Farnborough, '*Ferneberga*' is Saxon, believed to mean "fern hill" or "bracken mound" (Coates 1989, 77). Farnborough was part of the Saxon Hundred of Crondall and may have formed part of the "ham (vill) at Crundele" left to Ethelm by his uncle, King Alfred in AD 901. Farnborough subsequently passed to Ælfsige, Bishop of Winchester from 951-959, and then in about 975 to the Cathedral Church of Winchester, whence it was supervised by the Rector of Crondal. At an unknown time, a small part of this area was separated to form the independent parish of Farnborough (Kinch, 1913; 2-3). At Domesday, Farnborough Manor was held "of the Bishop" by Odin of Windsor, formerly jointly held of the Bishop by Alwyn.
- 2.1.5 No Anglo-Saxon sites or finds are recorded in proximity to the Site. The Domesday survey (1086) lists 7 villagers and 4 smallholders, in addition to 5 slaves. A mill is mentioned although this is likely to have been on the Blackwater, well away from the Site itself.
- 2.1.6 The *Victoria County History* (VCH) charts the medieval ownership of Farnborough Manor. Stephen de Farnborough is documented in 1230, succeeded by his son Henry who, in 1243 was holding one knight's fee in Farnborough from the Bishop of Winchester. By 1316, John de Farnborough is known to have held the Manor, and in 1346 it is recorded under Amice de Farnborough. In the mid-14<sup>th</sup> century, ownership passed to John de Sherborne (a London vintner) and subsequently to William de Briclesworth, one of his creditors (VCH 1973). An extensive list of later owners is recorded in the VCH, although none seem to have initiated any development into the Farnborough Common area until the 18<sup>th</sup> century.
- 2.1.7 Small-scale excavations were carried out on Chapel Lane (approx. 0.2km to the west of the Site) after sherds of 16<sup>th</sup>/17<sup>th</sup> century pottery were identified (Archaeology Data Service).
- 2.1.8 The Basingstoke Canal, which skirts what is now the southern perimeter of the Airfield, was built under Act of Parliament between 1788 and 1794. This waterway linked Basingstoke to the west with London, but appears to have brought little additional industrial prosperity to the Farnborough area. The canal was never a commercial success and, although it carried some barge traffic into the 1960s and early 1970s, it is now mostly disused (Vine, 1994).



- 2.1.9 Enclosure of the Hampshire countryside, both by Parliamentary Act and informal means was a manifestation of sweeping changes to the basic structure of agricultural tenure, and has defined the typical 'modern' rural landscape. The essentially medieval landscape of linear 'open fields', often with complex and dispersed ownership and seasonal rights for arable and common grazing purposes, was replaced by the division of land between those with a claim on it, often (but not always) with the imposition of physical fences or hedges around individual field plots (Chapman & Seeliger, 1997; 1).

### 3 AIMS AND OBJECTIVES

#### 3.1 Archaeological Field Evaluation

- 3.1.1 The aims of the archaeological field evaluation were to determine, as far as it was reasonably possible, the location, extent, date, character, condition, significance and quality of any surviving archaeological remains liable to be impacted upon by the proposed development.

### 4 METHOD STATEMENT

#### 4.1 Introduction

- 4.1.1 The full detailed methodology for the archaeological works was set out in the Written Scheme of Investigation (WA 2014), and is summarised below. All fieldwork was conducted in accordance with the guidance and standards outlined in the Chartered Institute for Archaeologists' *Standard and Guidance for Archaeological Field Evaluation* (Cifa 2013).

#### 4.2 Fieldwork

- 4.2.1 A total of two trenches were positioned (**Figure 1**) within the area of proposed development. Both trenches were 8.0m long and 1.6m wide. Trench 1 was located in the northern part of site in the accessible area of St Johns` Ambulance Depot. Trench 2 was located to the south of the Depot in the rectangular, grassed parcel of land.
- 4.2.2 The trenches were laid out using a Leica Viva series GNSS unit using the OS National GPS Network through an RTK network with a 3D accuracy of 30mm or below in general accordance with the pattern given in **Figure 1**. All survey data was recorded using the OSGB36 British National Grid coordinate system.
- 4.2.3 The trial trench excavation was carried out under constant archaeological supervision using a wheeled mechanical excavator fitted with a toothless grading bucket (1.6m). All overburden (topsoil and made ground) was carefully removed in spits to the top of solid geological deposits (sand). The machine-excavated arisings were stored at a minimum of 1m from the trench edge. The spoil was scanned for artefacts at regular intervals.
- 4.2.4 Once trenches were excavated and recorded they were backfilled using the excavated material in the approximate order in which they were excavated and left level on completion. No other reinstatement or surface treatment was undertaken.

#### 4.3 Recording

- 4.3.1 All deposits were recorded using Wessex Archaeology's standard methods and *pro forma* recording system, with all deposits being assigned a unique number. Soil descriptions were based on the Soil Science Handbook.



- 4.3.2 Trench locations and any recorded archaeological features revealed were surveyed using a Total Station/GPS and tied in to the Ordnance Survey.
- 4.3.3 A full photographic record was maintained using digital cameras equipped with an image sensor of not less than 10 megapixels. Digital images will be subject to managed quality control and curation processes which will embed appropriate metadata within the image and ensure long term accessibility of the image set. The photographic record illustrates both the detail and the general context of deposits and trenches.

## **5 ARCHAEOLOGICAL RESULTS**

### **5.1 Introduction**

- 5.1.1 Details of individual excavated contexts are retained in the project archive. Summaries of the excavated sequences can be found in **Appendix 1**.

### **5.2 Natural deposits and soil sequences**

- 5.2.1 Below an average of 0.3m of topsoil, both trenches encountered modern made ground deposits. There was some variation between and within the deposits and evidence of defined tip lines. This suggested that they were the result of deliberately and mechanically dumped loads. The deposits contained significant amounts of modern domestic material.
- 5.2.2 The natural geology was consistent in both trenches and was recorded at a depth of 0.75m in Trench 1, rising to 0.55m in Trench 2 below ground level. The natural geology consisted of mottled, light yellow and grey very fine sand with patches of flint gravel.

### **5.3 Archaeological features**

- 5.3.1 No archaeological finds, features or deposits were recorded during the evaluation.

### **5.4 Finds**

- 5.4.1 Modern deposits contained large quantities of domestic material, including ceramics, bicycle tyres and carpet. None were retained. No deposits were identified that met with the criteria for environmental sampling.

## **6 CONCLUSIONS**

- 6.1.1 The made ground deposits observed in both Trenches were of clearly modern origin and related to general domestic activity and ground levelling. The absence of subsoil in both trenches suggested the Site had been graded prior to being built up and this may partly explain the low archaeological potential encountered during the evaluation.

## **7 THE ARCHIVE**

### **7.1 Preparation of Archive**

- 7.1.1 The complete Site archive, which includes paper records, photographic records, graphics, and digital data, will be prepared following the standard conditions for the acceptance of excavated archaeological material by the appropriate Museum, and in general following nationally recommended guidelines (SMA 1995; CIfA 2009; Brown 2011; ADS 2013)



7.1.2 The complete Site archive is currently held at the Wessex Archaeology offices in Salisbury under the WA project code 106890.

## 7.2 Security copy

7.2.1 In line with current best practice (e.g. Brown 2011), on completion of the project a security copy of the written records will be prepared, in the form of a digital PDF/A file. PDF/A is an ISO-standardised version of the Portable Document Format (PDF) designed for the digital preservation of electronic documents through omission of features ill-suited to long-term archiving.

## 9 REFERENCES

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Wessex Archaeology 2014, St Johns` Ambulance Site, 11-17 Somerset Road, Farnborough; Written Scheme of Investigation for Archaeological Evaluation. Old Sarum Park, Salisbury.

<http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=1918942>

<http://www.heritagegateway.org.uk/gateway/>



## APPENDIX 1: TRENCH SUMMARIES

bgl = below ground level

<b>TRENCH 1</b>			<b>Type:</b>	Machine excavated
<b>Dimensions:</b> 8.0x1.60m		<b>Max. depth:</b> 0.75m	<b>Ground level:</b> 70.00m aOD	
<b>Context</b>	<b>Description</b>		<b>Depth bgl (m)</b>	
101	Topsoil	Dark brown loam with frequent sub angular stone. Moderate various modern material including CBM, ceramic and glass. Thin (2cm) layer of crushed slag/gravel at base, dividing topsoil and made ground deposits.	0.00-0.25m	
102	Made Ground	Mid yellow brown silty sand made ground with various modern material and stone gravel.	0.25-0.50m	
103	Made Ground	Dark grey silty sand. Moderate modern material and stone gravel.	0.50-0.75m	
104	Natural	Mottled light grey to yellow sand with patches of sub angular gravel (40-70mm)	0.75m+	

<b>TRENCH 2</b>			<b>Type:</b>	Machine excavated
<b>Dimensions:</b> 8.0x1.60m		<b>Max. depth:</b> 0.60m	<b>Ground level:</b> 70.00m aOD	
<b>Context</b>	<b>Description</b>		<b>Depth bgl (m)</b>	
201	Topsoil	Dark brown loam, heavily rooted with moderate to common stone gravel and moderate CBM.	0.00-0.40m	
202	Made ground	Light silty sand with rare small sub rounded stone, some rooting and modern material.	0.40-0.50m	
203	Made ground	Very dark brown silty sand with modern material.	0.50-0.55m	
204	Natural	Mottled light yellow and light grey sand with gravel patches (sub rounded, 60mm)	0.55m+	

## APPENDIX 2: OASIS FORM

OASIS ID: wessexar1-197822

### Project details

Project name St Johns' Ambulance Site, 11-17 Somerset Rd, Farnborough

Short description of the project Wessex Archaeology was commissioned by Fleet Homes 2000 Ltd to carry out an archaeological evaluation on land currently occupied by the St Johns` Ambulance Depot, 11-17 Somerset Road, Farnborough, Hampshire. The Planning consent is being sought for a new residential development comprising nine new dwellings to incorporate landscaping and car parking. The new development will replace existing buildings on Site. Two trial trenches, each measuring approximately 8.0m by 1.6m, were machine-excavated within the proposed development area. No finds, features or deposits of archaeological significance have been recorded. Made ground of clearly modern origin was observed in both trenches. An absence of subsoil in both trenches is indicative of grading and ground levelling events prior to the build up of modern deposits. The archaeological potential of the Site is therefore low.

Project dates Start: 24-11-2014 End: 10-12-2014

Previous/future work No / Not known

Any associated project reference codes 106890 - Contracting Unit No.



Any associated project reference codes	13/00839/FULPP - Planning Application No.
Type of project	Field evaluation
Site status	None
Current Land use	Industry and Commerce 1 - Industrial
Monument type	NONE None
Monument type	NONE None
Significant Finds	NONE None
Significant Finds	NONE None

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### Project location

Country	England
Site location	HAMPSHIRE RUSHMOOR FARNBOROUGH St Johns' Ambulance Site, Farnborough
Postcode	GU14 6DW
Study area	1.60 Hectares
Site coordinates	SU 487469 153880 50.9353268374 -1.30619282311 50 56 07 N 001 18 22 W Point
Lat/Long Datum	Unknown
Height OD / Depth	Min: 69.15m Max: 70.00m

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### Project creators

Name of Organisation	Wessex Archaeology
Project brief originator	Local Authority Archaeologist and/or Planning Authority/advisory body
Project design originator	Wessex Archaeology
Project director/manager	Simon Cleggett
Project supervisor	Piotr Orczewski
Type of sponsor/funding body	Developer
Name of sponsor/funding body	Fleet Homes 2000 Ltd



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### Project archives

Physical Archive Exists?	No
Digital Archive recipient	Hampshire County Museums Service
Digital Archive ID	106890
Digital Contents	"other"
Digital Media available	"Database", "Images raster / digital photography", "Spreadsheets", "Survey", "Text"
Paper Archive recipient	Hampshire County Museums Service
Paper Archive ID	106890
Paper Contents	"other"
Paper Media available	"Context sheet", "Diary", "Drawing", "Notebook - Excavation", "Research", "General Notes", "Photograph", "Plan", "Report", "Section", "Survey", "Unpublished Text", "Unspecified Archive"

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### Project bibliography 1



Publication type	Grey literature (unpublished document/manuscript)
Title	St Johns' Ambulance Site, 11-17 Somerset Road, Farnborough
Author(s)/Editor(s)	Orczewski, P.
Other bibliographic details	report number 106890.02
Date	2014
Issuer or publisher	Wessex Archaeology
Place of issue or publication	Wessex Archaeology - Salisbury
Description	A4 bound client report
URL	<a href="http://www.oasis.ac.uk">http://www.oasis.ac.uk</a>

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Entered by	John Powell (j.powell@wessexarch.co.uk)
Entered on	11 December 2014





 Trench  	Contains Ordnance Survey data © Crown Copyright and database right 2014. This material is for client report only © Wessex Archaeology. No unauthorised reproduction.			
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Site and trench locations

Figure 1



Plate 1: Trench 1, view from the east



Plate 2: South facing section of Trench 1


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Plate 3: Trench 2, view from the west



Plate 4: South facing section of Trench 2

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